

# THIS IS DELTA



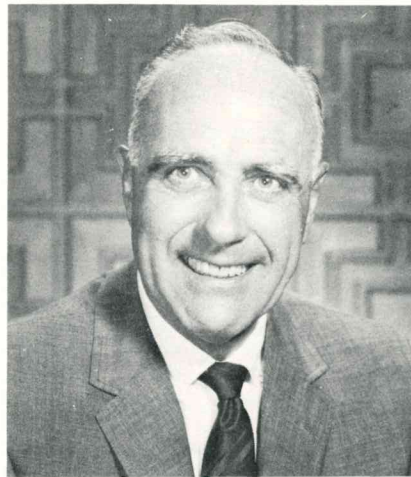
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Delta Air Lines, Inc.  
Public Relations Department  
Hartsfield Atlanta International Airport  
Atlanta, Ga. 30320

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David C. Garrett, Jr.



W. T. Beebe

We are privileged to introduce you to Delta Air Lines, our company, which we believe to be the world's finest airline.

The axiom, "Airlines are the same; only people make the difference," best distinguishes Delta's more than 36,000 Professionals. Theirs is a dedication to the fact that you, our passengers, shippers, friends and supporters, are the world's most important people.

Delta's proud heritage is unique. The company was born in 1924-25 as an agricultural operation dusting crops. Using single-engine airplanes, Delta flew its first passengers in 1929 and was awarded a pioneer air mail route in 1934. It merged with Chicago & Southern Air Lines in 1953 and Northeast Airlines in 1972 to create the Delta of today.

Throughout its history, and more today than ever before, the teamwork of Delta's Professionals has kindled the enthusiasm that makes Delta's service different and, we believe confidently, superior. All of us realize that the loyalty and patronage of our customers, those of you who helped make possible our present success, are something never to be taken for granted. At Delta, customer loyalty is a priceless asset that we continually strive to merit.

Thus, our pledge to you is to maintain the same efficient, hospitable service that has characterized Delta since its early beginnings and that has won your support throughout our history. We look forward to each opportunity to serve you.

David C. Garrett, Jr.  
President  
Delta Air Lines

W. T. Beebe  
Chairman of the Board  
Delta Air Lines



# DC9

## DOUGLAS



**SUPER DC-9**

Fleet Size — 44  
Passengers — 88  
Maximum Speed — 567 MPH (913 kmh)  
Length — 119' 4" (36.4 m)  
Engines — 2 P&W JT8D-7A  
Total Engine Thrust — 28,000 lbs. (124.5 kn)

# DC8

## DOUGLAS



**SUPER DC-8**

Fleet Size — 13  
Passengers — 199  
Maximum Speed — 585 mph (941 kmh)  
Length — 187' 5" (57.1 m)  
Engines — 4 P&W JT3D-3B  
Total Engine Thrust — 72,000 lbs. (320.3 kn)

# 727

## BOEING



**BOEING 727**

Fleet Size  
132 (including orders and options)  
Passengers  
137  
Maximum Speed  
596 mph (959 kmh)  
Length  
153' 2" (46.7 m)  
Engines  
3 P&W JT8D-15  
Total Engine Thrust  
46,500 lbs. (206.8 kn)

Note: Metric units shown parenthetically above are:  
speed (kmh) — kilometers per hour  
length (m) — meters  
thrust (kn) — kilonewtons

Above aircraft fleet excludes orders and options for 42 Boeing 767 aircraft scheduled for delivery beginning in 1982.

# L1011

## LOCKHEED



**L-1011**

Fleet Size (including orders and options)  
L-1011-1 — 51; L-1011-500 — 3  
Passengers  
L-1011-1 — 293; L-1011-500 — 241  
Maximum Speed  
L-1011-1/500 — 596 mph (959 kmh)  
Length  
L-1011-1 — 178' 8" (54.5 m)  
L-1011-500 — 164' 2" (50.4 m)  
Engines  
L-1011-1 — 3 RR RB.211-22B  
L-1011-500 — 3 RR RB.211-524B  
Total Engine Thrust  
L-1011-1 — 126,000 lbs. (560.5 kn)  
L-1011-500 — 144,000 lbs. (640.5 kn)



## THE DELTA SERVICES

### Reservations

Today's airline passengers can call any Delta reservations number and promptly receive a confirmed reservation or information on flights to almost any place in the world. The secret of this amazing service is DELTAMATIC, a computer-based system which links over 3,800 electronic reservations agent sets throughout Delta's system with a multimillion dollar computer center in Atlanta.

### Cargo

Delta Air Lines provides shippers with four services to meet the shipping requirements for many kinds of cargo. DELTA AIR FREIGHT is the base of all Delta cargo services, with local pickup and delivery and air/truck service available throughout the U.S. Delta's container program offers containerization rates to customers, and there is also a discount for high density shipments. DELTA AIR EXPRESS was the first individual airline air express service. Any size or weight shipment allowed within Air Freight service limits may be shipped via Delta Air Express. The shipment is given priority in boarding over regular air freight and expedited handling on the ground. DASH (Delta Airlines Special Handling) is Delta's priority service for small packages which weigh less than 50 pounds and measure no more than 90 inches in total dimensions — an over-the-counter service with a flight guarantee. DELTA AIR PARCEL SERVICE offers a flat \$15-per-shipment rate, door to door, with a minimum of 10 shipments. A shipment (single piece) may not exceed 25 pounds or 50 inches in height plus length plus width. Delta flights also carry U.S. mail.

### Dining Service

Mealtime on Delta Air Lines is an enjoyable experience. To keep pace in the jet age, Delta continually strives for variety in preparing its menus. Special meals are also available on advance request, such as Baby Box, Kosher, Diabetic, etc.

### Airport Passenger Service

To render special assistance to travelers, Delta has Passenger Service agents at most major cities. Their presence, in front of the ticket counter and throughout the airport terminal, is particularly reassuring to young mothers traveling with children, to the elderly or infrequent traveler, and to unaccompanied children whose parents want someone who cares to personally meet and assist them in transferring from one flight to another.

### Marketing Services

Informational travel materials and programs are available through all Delta Marketing offices. Groups of 75 or more may request a showing of the film, "Packing Jet-Style," which demonstrates the fold and cushion packing technique; or "A Guide to Making Flight Reservations," a training program for business secretaries and secretarial students. Various travel booklets, including "Travel Tips" and "Flavors" destination recipe books, are also available.

### Convention Services

A team of experienced Convention and Company Meeting specialists staffs Delta's new Con-Com unit. They provide marketing support and promotional assistance to both national and state association executives and corporate meeting planners. Utilizing Delta's nationwide toll free phone lines, they solicit both group and individual travel arrangements for these customers and coordinate Delta's direct mail program. This approach to the business meeting market is one of the most aggressive in the airline industry.





## THE DELTA FACILITIES

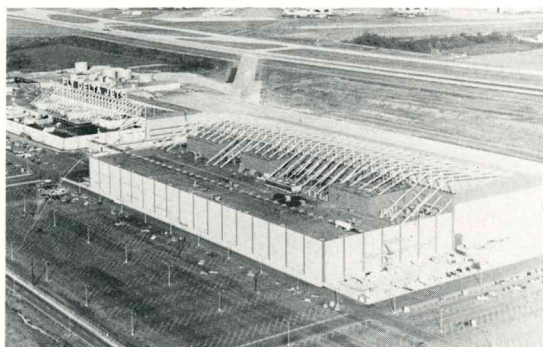
### General Offices

Delta is headquartered at Hartsfield Atlanta International Airport. The General Office complex off Main Drive in the airport area includes a five-story Administrative Center, which houses Atlanta Reservations, Marketing, Marketing Planning, Traffic, Advertising, Sales Promotion, Properties, Corporate Security, Internal Audits, Purchasing, Credit Union and Employment. The building was constructed as a maximum energy efficiency facility.



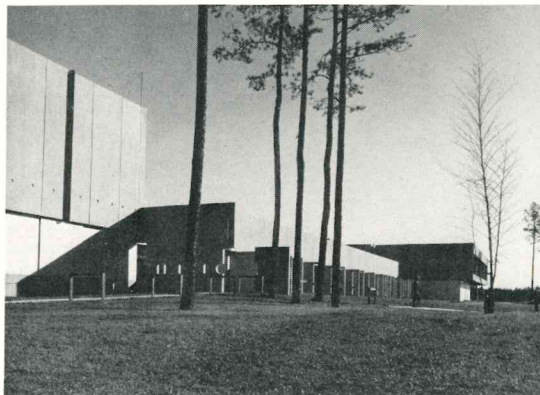
### Technical Operations

The company's chief maintenance and overhaul facility at the Atlanta Airport has been expanded in three phases from nine acres of floor space under roof in 1960 to 36 acres, including a massive 194,000 sq. ft. hangar with a 90 ft. ceiling height. Technical Operations consists of Maintenance, Engineering, Quality Control, Materiel Services, Facilities, Long Range Planning, Flight Equipment Development, and the Technical Operations staff. Hangars are also located in Miami, Dallas/Fort Worth, Chicago, New Orleans, Detroit, Los Angeles, Houston, New York, and Boston.



### Greenbriar Complex

A number of General Office functions are carried out at Delta's Greenbriar Complex near Atlanta. The Greenbriar facilities house the company's Computer Center, Flight Simulator Operations, Communications, Flight Control, Simulator Support and Flight Training and Finance Division.



### ENVIRONMENTAL IMPROVEMENTS

Delta has always acted promptly to avoid contributing to environmental pollution by attacking the problems of noise, exhaust, and industrial waste. Early in the last decade, the company spent over \$1.5 million to install "burner can" sets in the engines of its DC-9 and B-727 fleets to reduce emissions of non-toxic but visible particles of unburned carbon.

On the ground, Delta's maintenance facility at Atlanta includes a \$2.5 million modern industrial waste treatment plant.

Even though aircraft noise affects only a small portion of the overall community, noise considerations have always been a prominent factor in Delta's selection of new aircraft. As early as 1963, when aircraft noise problems were receiving only limited attention, all aircraft purchased by Delta were ordered equipped with the latest noise reducing technological developments. Recent new aircraft orders have produced a total fleet expansion program valued at \$3 billion between now and 1986. All aircraft in the program will meet or be quieter than most federal noise standards.

More than 80 per cent of the current Delta fleet also already complies with federal noise standards set to become effective in 1985. And in keeping with its leadership role in meeting environmental problems with corrective action, Delta in 1979 announced that it would spend \$120 million to bring the remaining DC-9 and DC-8 jets into compliance.

Thus, Delta became the first U.S. airline to complete its fleet noise compliance planning.

## TICKETING CONVENIENCES

Choose any one of 6 different and distinct Delta ticket services . . . each one designed to save you time and expedite your flight check-in time at the airport.

### **Ticket-By-Mail**

Let us mail your tickets to you. Payment may be made by mailing a check or simply requesting that it be charged to your credit card account.

### **Convenient Ticket Offices**

Stop in any of Delta's conveniently located ticket offices for information, reservations, or ticket purchases. When you call for flight reservations, save time by making an appointment to pick up your ticket.

### **Scheduled Airlines Traffic Offices (SATO)**

Delta's military and government customers may utilize the ticketing services of 116 airline industry ticket offices located on major military and government installations throughout the U.S.A. and Puerto Rico. Check your base directory for telephone number and location.

### **Airscript**

Holders of Delta Airscript can write their own tickets after reservations are confirmed, filling in a form with point of origin, flight date, and destination. You receive a monthly bill.

### **Block Ticket Stock**

Especially useful for companies using a large volume of travel. Tickets are issued within your own company on all airlines, with Delta providing all tickets and supplies. One monthly payment.

### **Teletype Tickets**

After necessary contract agreements with Delta and your local telephone company, your tickets arrive by teletype, right in your own office. For large volume of travel. One monthly payment.

**Delta accepts all major credit cards.**

## THE DIFFERENCE IN FARES

**First Class** — Extra-roomy seats in Delta's First Class sections invite relaxing. With champagne luncheons and dinners, tasty snacks, and refreshments, you will recall "how pleasant" when you've forgotten "how fast." . . . **Day Coach** — Higher density seating is available in the Tourist sections of all Delta jets at savings

in fares up to 17%. Hot meals are complimentary, and beverage service is available. . . .

**Night Coach** — If you can fly late at night or early in the morning, this is the thrifty way to travel. These "Owly Bird" or "Early Bird" flights offer Tourist accommodations up to 20% off Day Coach fare. . . . **For travel bargains**, ask about Delta's Supreme Super Saver fares, which replace nearly 50 individual types of discounted fares with more universally applicable individual excursion and group fares, usually with certain travel restrictions.

## YOUR FRIENDLY TRAVEL AGENT

Your Travel Agent's professional acquaintance with Delta's destinations can help you feel at home there. You will learn about side trips and points of interest, what clothes to take, where to eat, customs, foreign currency, climate, and more.

To supplement this advice, your Travel Agent has a veritable library of folders, maps, and other literature to acquaint you with your destination in advance.

Count on your Travel Agent to stretch your budget, capsule your days to show you how to take advantage of Delta's economical special fares or Dream Vacations. Whatever your travel budget, your Travel Agent can tailor an itinerary to fit your individual needs and interests, usually at no extra cost to you.

## DREAM VACATIONS

A Delta Dream Vacation is the fun way to spend your vacation, whether you are single, a couple, or a family. It takes the worry out of planning and provides the ease and economy of a "package" with the flexibility of independent, go-any-day vacationing. Whether it's a cruise, a visit to Walt Disney World, or that ski vacation you have always dreamed of, a Delta Dream Vacation is the way to wrap up confirmed plane, hotel, and other necessary reservations in one. Need a rental car, a side trip or extra day? They are available to tailor your "package" to suit your personal needs. All of this is at one low, fixed cost you know in advance and all reserved for you at one time. Ask your travel agent for copies of Delta's Dream Vacation brochures, and stop dreaming and start packing.









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## HIGHLIGHTS FROM 1979 YEAR-END REVIEW

Delta, which began its passenger service in June 1929, traveled through 1979, its 50th year, establishing new benchmarks of progress throughout its many areas of operation. Starting with 5 employees in 1929, and operating its pioneer route between Dallas, Texas, and Jackson, Mississippi, via Shreveport and Monroe, Louisiana, today's Delta family of airline professionals now numbers more than 36,000. Delta now serves over 85 cities located in the U.S., Puerto Rico, Canada, the Bahamas, Bermuda, the United Kingdom, and the Federal Republic of Germany.

Recognized as a world airline leader, Delta built its five-decade record of success and public good will on the hard work of its people, the many accomplishments of whom have repeatedly been cited as "legendary in the airline industry."

At the beginning of the 1980's, no airline in the world is better positioned than Delta to meet the future's challenges. No airline has a more skilled and dedicated group of people than Delta's professional team. Delta's aircraft fleet is one of the newest and most efficient among the world's airlines, and its financial foundation has never been more solid.

Reviewing 1979, David C. Garrett, Jr., Delta's President and Chief Executive Officer, said, "During the year, Delta . . .

"... Reported its 32nd consecutive profitable year.

"... Marked the 31st consecutive year in which the company has paid cash dividends to its shareholders.

"... Further intensified its efforts to increase its aircraft and ground support vehicle fuel efficiency. In 1979, Delta increased its passenger miles flown per gallon of fuel to approximately 22 passenger miles flown.

"... Saw the value of its current orders and options for new aircraft, including 727-200's, L-1011's, and 767's, reach \$3 billion.

"... Expanded its European operations from Atlanta to Frankfurt, West Germany. In 1978 Delta inaugurated service between Atlanta and London. Delta was described as 'the overall best airline flying the North Atlantic' by the world-famed Egon Ronay organization in London in 1979."

# THE DELTA PROFESSIONALS

## The Delta Team

Delta's achievements through the years have been built upon the loyal and dedicated service of its family of employees. There is a company-employee relationship at Delta that is rarely found in any firm, generating a team spirit that is evident in the employee's cooperative attitude toward others, cheerful outlook toward life, and pride in a job well done. Also contributing to Delta's professionalism is the longevity of service of its personnel, resulting from the company's long-standing policy of promotion from within. More than 16,000 of Delta's personnel have been with the company more than 10 years.

The goal of the Delta Team is to provide the finest possible air transportation service. Our exemplary record in the area of consumer complaints filed with the CAB is indicative that Delta people in all areas are achieving that goal and, in those few cases where a customer does experience a problem, the Delta Professionals do all possible to resolve the problem on the spot.

## Customer Services Agent

The very job title reflects the importance of the role of persons who serve either behind the ticket counter, on the ramp, at fuel stations, or in utility assignments. This 10,200 member team plays a vital role in keeping Delta customers pleased through courteous service, on-time operations, and superior baggage handling.

## Flight Attendant

The 5,800 flight attendants who attend the needs of Delta passengers perform a public relations function as well as having a safety and service responsibility. Delta flight attendants

enjoy the daily adventure of meeting people and sense a personal satisfaction in the simple art of using their own initiative in the services of others.

## Mechanic

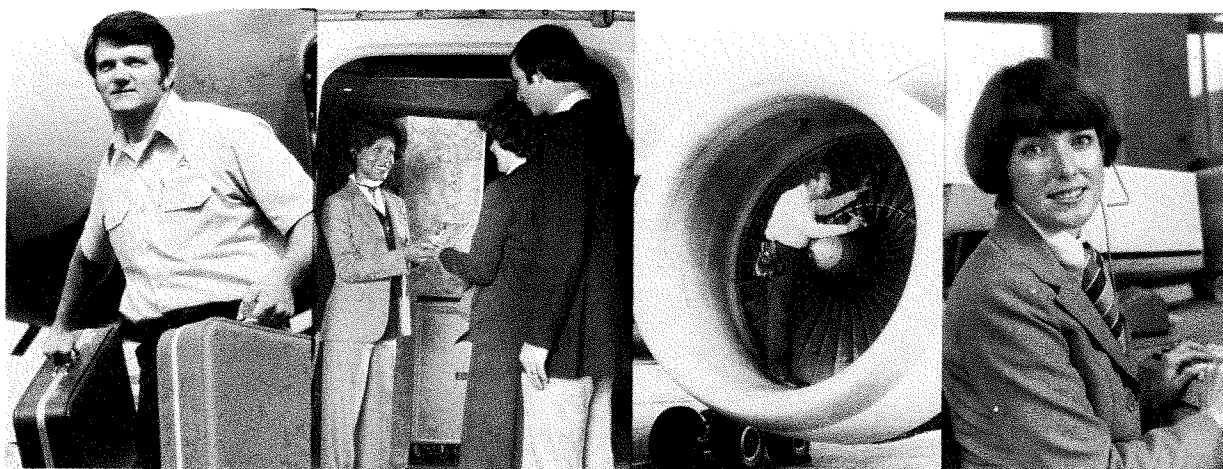
The safe and efficient operation of aircraft and engines is the responsibility of Delta's skilled mechanics and related personnel. They number approximately 4,100 and may be assigned to the company's multimillion dollar Maintenance and Overhaul Base in Atlanta, at other cities with maintenance capabilities, or on "the line" at one of the many cities Delta serves.

## Pilot

The well-being of every passenger and crew member is entrusted to the flight crew whose technical skills are honed to a fine professional edge. Theirs is the final responsibility in a total team effort of careful planning and preparation toward the ultimate goal, a pleasant flight for all. Delta's pilot roster numbers in excess of 3,900, most of whom were ex-military pilots before joining Delta. Captains have flown with Delta as First and Second Officers for an average of 10 years before promotion to the command position. Even so, training never stops for those on the flight deck, and regularly scheduled ground school, proficiency checks, and physical examinations continue until retirement.

## Reservations Sales Agent

The voice of the Reservations Sales Agent is the first contact many passengers have with Delta. There are over 6,000 of these knowledgeable professionals stationed throughout the system ready at any time to respond to a prospective traveler's needs. They can quote fares, recommend routings, list schedules, or merely answer questions about the flight or the desti-





nation. But most importantly, they want to confirm a reservation that will mean the most convenient service to the passenger's destination wherever it may be. Theirs is service with a smile, and they mean it from the heart.

## Others

You'll find them busy behind the scenes everywhere, like the unseen part of an iceberg — clerks, clerk typists, stenographers, secretaries, coordinators, dispatchers, meteorologists, engineers, marketing representatives, supply attendants, radio operators, analysts, accountants, inspectors, buyers, lawyers, economists — all upholding the company's standard of professionalism. For each hour's work by flight personnel, there are 100 hours of support time by other personnel.

## TRAINING

Delta's training function basically consists of formalized classroom training and practical training on the job. The majority of the classroom training is conducted in Atlanta by the Ground Training personnel. Classroom training is conducted for personnel in Maintenance, Quality Control, Materiel Services, Flight Operations (Pilots), Flight Control, Stations, Traffic, Sales, Computer Services and In-Flight Service (Flight Attendants), in addition to new-employee orientation and supervisory training for personnel in all departments of the Company. The Ground Training Facility also accommodates administrative and instructor offices, a mock-up shop and a dormitory for seventy-three flight attendant trainees.

Pilot simulator training is conducted by the Flight Training section. The Flight Training Facility is located in Atlanta and contains aircraft simulators for four different types of aircraft. Delta's modern simulators possess the

capability, without leaving the ground, to perform all functions and maneuvers that could be encountered in an actual airplane. The simulators have a moving visual display to depict what would be seen if the pilot were actually landing or taking off in the aircraft.

## For Employment Information Write:

Delta Air Lines, Employment Office,  
P.O. Box 20530,  
Hartsfield Atlanta International Airport,  
Atlanta, GA 30320

*An Equal Opportunity Employer*

	Year	Number of Employees
	1979	36,546
	1978	32,801
	1977	29,665
	1976	28,695
As of	1975	27,800
June 30	1974	27,600
	1973	27,500*
	1972	21,300
	1971	20,800
	1970	20,500
	1969	18,700
	1968	16,500
	1967	14,800
	1966	12,971

\*The significant increase of employment in 1973 over 1972 was due primarily to the Delta/Northeast merger in August, 1972.

	Years of Experience	
As of	35 to 45 years	192
June 30, 1979	30 to 34 years	778
	25 to 29 years	920
	20 to 24 years	2,369
	15 to 19 years	3,193
	10 to 14 years	8,921
	5 to 9 years	8,385
	Less than 5 years	11,788
	Total	36,546



# HIGHLIGHTS OF DELTA'S HISTORY



It was in 1929 that Delta Air Lines inaugurated passenger service with 90-mile-per-hour Travel Airs from Dallas, Texas, to Jackson, Mississippi, later to Birmingham, Alabama. Even before that, Delta served the South as the world's first crop dusting organization — Huff Daland Dusters, a division of Huff Daland Manufacturing Company, of Ogdensburg, N.Y.

Delta's principal founder was C. E. Woolman, who left the agricultural extension service in 1925 to take charge of the Dusting Division's entomological work. Headquarters were established in 1925 in Monroe, Louisiana, and in 1928 the dusting organization broke from the parent company and became Delta Air Service, financed by Southern capital. Mr. Woolman, then General Manager, later President and Chairman of the Board, guided the company for over 40 years until his death in September 1966.

The year 1930 brought a name change (Delta Air Corporation, later Delta Air Lines, Inc.)

and the news that the Post Office Department had awarded the airmail contract for the Southern route to a rival airline. But Woolman retained faith. After an interim period of expanded dusting operations, Delta's opportunity came in 1934 when the Post Office Department cancelled all airmail contracts and submitted all routes for rebid. Delta won back the route it had originally pioneered from Dallas/Fort Worth to Birmingham and beyond Birmingham to Atlanta and Charleston, and its climb to prominence was firmly begun.

Also developing in the 1930's was another pioneer airline which became part of Delta through merger in 1953 — Chicago & Southern Air Lines.

Carleton Putnam, founder of C&S, launched Pacific Seaboard Airlines in 1933, with the first flight (a Bellanca) on June 25 from Los Angeles to San Francisco. In 1934 he won the airmail contract for the Chicago-New Orleans route and shifted operations to the



Mississippi Valley, with headquarters in Memphis. The next year the company's corporate name was changed to Chicago and Southern.

Northeast Airlines, which merged with Delta in 1972, inaugurated service August 11, 1933, from Boston to Portland, Maine with Stinson equipment. Known as Boston and Maine Airways, the new carrier was a subsidiary of the Boston and Maine Railroad Company. Its founders were Paul Collins, Samuel Soloman, Eugene Vidal, and Amelia Earhart.

In November 1940 the airline was renamed Northeast Airlines, and a year later the company was pouring its energies into the war effort, as were Delta and Chicago & Southern.

In 1941, when Delta was awarded a route from Atlanta to Savannah, Ga., and from Atlanta to Knoxville, Tenn., and Cincinnati, Ohio, the new mileage radiating from Atlanta required a re-evaluation of the future plans of the company on management's part. This resulted in the decision to move the general offices and main overhaul maintenance base from Monroe, La., to Atlanta, where they are today.

Few routes were added anywhere during the war, but a considerable expansion took place with the return of peace. Almost every year from 1945 new services were authorized. Certain milestones were significant.

Effective December 1945, Delta's routes were extended on the north to Chicago and on the south to Miami — a 1,028-mile route award, which then represented the longest route award ever given at one time since the Civil Aeronautics Board was organized. The next year the company started its first long-haul nonstop operation, from Chicago to Miami.

In 1944, Northeast was certificated to serve New York from Boston and in 1945 started "every hour on the hour" shuttle service between the two cities.

In 1946 C&S was inaugurating the first of its international flights to the Caribbean through the New Orleans gateway over routes which now serve Puerto Rico.

On May 1, 1953, C&S merged with Delta.

In November, 1955, climaxing 10 years of effort by Delta to link the South and Southwest with the Northeast travel markets, the Civil Aeronautics Board awarded the company 1,075 miles of new routes into the New York-Washington area. Service began February 1, 1956.

Northeast, which had been busy adding New England cities to its route system, received a 23rd birthday gift on August 11, 1956, in the form of a temporary — later permanent — certificate to serve Florida. Douglas DC-6B's were purchased to fly these long-haul routes. In 1959, however, Northeast joined Delta in becoming one of the first carriers to offer pure jet service, with Boeing 707 flights between New York and Miami.

It was in 1961 when Delta advanced into the ranks of the transcontinental air carriers with the award of the Southern Transcontinental Route from Dallas/Fort Worth to five California points and Las Vegas.

Northeast received its international Montreal-Miami route in 1967 and in 1968 initiated service to Nassau and Freeport in the Bahamas. Bermuda service started in 1969.

On August 1, 1972, Northeast merged with Delta.

Service over a transatlantic route between Atlanta, Georgia and London, England was inaugurated in 1978, expanded to Frankfurt, Germany in 1979.

Delta's equipment has kept pace with the airline's steady growth, progressing through the years from the Travel Air and Stinson T to the Stinson A, Lockheed Electra, DC-2, DC-3, DC-4, DC-6, DC-7, and Convair 440 piston aircraft.

A leader in the jet field, Delta is the only airline to have introduced three different commercial jetliners. It inaugurated the world's first DC-8 service in 1959; achieved the same distinction with the Convair 880 in 1960; and premiered DC-9 service in 1965.

Delta is Ready When You Are!®

## DIRECTORS

**W.T. Beebe**  
Atlanta, Georgia

**David C. Garrett, Jr.**  
Atlanta, Georgia

**R.S. Maurer**  
Atlanta, Georgia

**R.W. Allen**  
Atlanta, Georgia

**Karl D. Bays**  
Evanston, Illinois

**B.W. Biedenharn**  
Monroe, Louisiana

**R.W. Courts**  
Atlanta, Georgia

**C.H. Dolson**  
Atlanta, Georgia

**R.W. Freeman**  
New Orleans,  
Louisiana

**E.H. Gerky**  
New York, New York

**Jesse Hill, Jr.**  
Atlanta, Georgia

**J.R. Longmire**  
St. Louis, Missouri

**Bill Michaels**  
Miami, Florida

**T.M. Miller**  
Atlanta, Georgia

**Robert Oppenlander**  
Atlanta, Georgia

**Carleton Putnam**  
Washington, D.C.

**G.M. Snellings, Jr.**  
Monroe, Louisiana

## OFFICERS

**W.T. BEEBE** — Chairman of the Board. Joined Chicago & Southern in 1947. Was made VP in 1951. Following merger of Delta and C&S, served as Personnel Director. Elected Delta VP in 1954; to Board of Directors in 1966; Sr. VP in 1967; President in 1970; Chairman of the Board & Chief Executive Officer in 1971; and named to his present position in 1978.

**DAVID C. GARRETT, JR.** — President & Chief Executive Officer. Joined Delta as Reservationist in 1946. Named Superintendent Methods & Training in 1955. Promoted to Assistant to Executive VP-Operations in 1960; to Asst. VP in 1963; to VP-Operations in 1965; to Sr. VP in 1967; to Board of Directors in 1968; and President in 1971. Named to his present position in 1978.

**R.S. MAURER** — Vice Chairman of the Board & Secretary. Joined C&S in 1943 as Assistant to General Counsel. Was elected VP in 1950 and continued as VP-Legal following merger. Elected director in 1954. Named Corporate Secretary in 1960. Named VP-General Counsel in 1965. Elevated to Sr. VP-General Counsel in 1967 and named to his present position in 1978.

**R.W. ALLEN** — Sr. VP-Administration and Personnel. Joined Delta in 1963. Was Staff Analyst in Methods & Training, later Administrative Assistant-Personnel. Served as Director-Methods and Training, Asst. VP-Administration, VP-Administration, Sr. VP-Personnel. Elected director in 1975. In present position since 1979.

**J.W. CALLISON** — Sr. VP-General Counsel. Joined Delta in 1957 as Attorney. Asst. General Counsel in 1967; Asst. VP-Law in 1968; VP-Law & Regulatory Affairs in 1974. Named to his present position in 1978.

**J.A. COOPER** — Sr. VP-Marketing. Joined Delta in 1953. Named Director Economic Research in 1966. Elevated to Asst. VP-Economic Research in 1967; to asst. VP-Marketing in 1972. In present position since 1973.

**H.L. HARRIS** — Sr. VP-Passenger Service. Joined Delta in 1954 in Traffic. Transferred to Engineering in 1956. Promoted to Manager-Facilities in 1965; to Director-Facilities in 1968; to Asst. VP-Facilities in 1969; to Asst. VP-Engineering in 1971; to Asst. VP-In-Flight Service in 1972; and to his current position as head of the Passenger Service Division in 1973.

**D.P. HETTERMANN** — Sr. VP-Technical Operations. Joined C&S in 1946 as Mechanic and progressed to Foreman. Transferred to Engineering in 1956. Asst. Director-Engineering in 1966; Director, 1967; Asst. VP-Engineering in 1968; Asst. VP-Maintenance in 1971; VP-Technical Operations in 1971. Present position since 1978.

**ROBERT OPPENLANDER** — Sr. VP-Finance and Treasurer. Joined Delta as Comptroller in 1958. Was promoted to Comptroller and Treasurer in 1960, to VP-Finance and Treasurer in 1964, and to Sr. VP-Finance and Treasurer in 1967. He has been a director since 1968.

**FRANK F. ROX** — Sr. VP-Flight Operations. Joined C&S in 1952 as Attorney. Was promoted by Delta to Asst. Gen. Counsel in 1967; Asst. VP-Law in 1968; VP-Law & Public Affairs in 1974. Named to his present position in 1978.

**W.A. ATCHISON** — VP-Computer Services. Joined Delta in 1961 as Manager-Computer Planning & Programming. Director-Computer Systems in 1964. Asst. VP in 1967; in present position since 1969.

**JOHN P. DAVIS** — VP-Maintenance. Joined Delta in 1952 as Mechanic. Held responsible positions within Maintenance and Engineering. Named Staff Superintendent-Maintenance in 1968; Acting Director-Maintenance in 1971, then Asst. VP-Maintenance same year. In present position since 1979.

**M.E. DULLUM** — VP-Government Affairs, in Washington. Joined C&S in 1948 in Kingston, Jamaica. Is a veteran of the airline's Passenger Service Division. Named Regional Manager-International Stations in 1972; Manager Federal Affairs in 1976; Asst. VP-Government Affairs in 1978. Present position since 1979.



W.T. Beebe



David C. Garrett, Jr.



R.S. Maurer



R.W. Allen



J.W. Callison



J.A. Cooper



H.L. Harris



D.P. Hettermann



Robert Oppenlander



Frank F. Rox



W.A. Atchison



John P. Davis



M.E. Dullum



J.D. Dunn





**Larmar Durrett**



**M.O. Galloway**



**R.L. Gibson**



**E.L. Hamner**



**R.H. Heil**



**John Hume**



**C.P. Knecht**



**C. Julian May**



**R.A. McClelland**



**R.A. McKinnon**



**Foy Phillips**



**C.A. Smith**



**J.A. York**

## OFFICERS

**J.D. DUNN** — VP-Purchasing. Joined Delta in 1946 as Stock Clerk; progressed to Asst. Foreman Shipping & Receiving. Named Buyer in Purchasing in 1954. Promoted to Manager-Purchasing in 1962, Asst. Dir.-Purchasing in 1966, Dir.-Purchasing in 1968. Elected Asst. VP-Purchasing in 1968. In present position since 1973.

**LAMAR DURRETT** — VP-Facilities & Technical Operations Administration. Joined Delta in 1967 as Facilities Planning Engineer and progressed to Director-Facilities. Elected Asst. VP-Facilities in 1978. In present position since 1979.

**M.O. GALLOWAY** — VP-Finance. Joined Delta in 1945 as Timekeeper. Has served in various capacities in Finance Division. Director-Financial Analysis & Control in 1963. Assistant VP-Comptroller in 1967. VP-Comptroller 1969. Present position since 1978.

**R.L. GIBSON** — VP-Traffic. Joined Delta in 1945 as Reservations Agent and progressed through positions of increasing responsibility. Was named Director-Reservations in 1968; Asst. VP in 1970; and VP in 1975.

**E.L. HAMNER** — VP-Stations. Joined Delta in 1946 as Station Agent. Has served as Station Manager, Regional Manager-Stations, Assistant Director-Stations, Director-Stations, Assistant VP in 1968. Present position since 1969.

**R.H. HEIL** — VP-Personnel Benefits. Joined Delta in 1966 as Aircraft Performance Engineer. Named Administrative Assistant-Personnel in 1972; Assistant to Sr. VP-Personnel in 1974; Asst. VP-Personnel Administration in 1974; VP-Personnel Administration in 1978. In present position since 1979.

**JOHN HUME** — VP-Personnel Relations. Joined Delta in 1958 as Engineer and progressed to Staff Supt.-Engineering. Appointed Director-Facilities in 1971. Named Director-Ground Training in 1973; Asst. VP-Training & Personnel Communications in 1974; VP-Personnel in 1978. In present position since 1979.

**C.P. KNECHT** — VP-Marketing Programs. With Delta since 1935. Has served as District Marketing Manager; Asst to VP-Traffic & Sales; Administrative Executive; General Sales Manager; Asst. VP-Sales; VP-Sales; VP-Marketing. In present position since 1979.

**C. JULIAN MAY** — VP-Engineering. Joined Delta in 1956 as Systems Engineer. Was Delta representative at Convair during manufacture of CVR 880. Progressed to Chief Engineer-Aircraft Programs. Named Director-Engineering in 1972; Asst. VP-Engineering in 1973. Present position since 1979.

**R.A. McCLELLAND** — VP-Properties. Joined Delta in 1955 as Ramp Service Agent. Was Ticket Agent and Assistant Station Manager. Transferred to Properties in 1965. Elevated from Regional Manager to Director in July, 1973; to Asst. VP in November, 1973; to VP in 1974.

**R.A. McKINNON** — VP-Marketing Administration. Joined Delta in 1972 as Attorney. Named Manager-Marketing Administration in 1975; Asst. VP-Marketing Administration in 1978. In present position since 1979.

**FOY PHILLIPS** — VP-Passenger Service. Joined Delta in 1947 as Station Agent. Has served as Station Manager; Regional Manager, Stations; Assistant to VP-Stations. Named Director-Stations in 1971. In present position since 1973.

**C.A. SMITH** — VP-Flight Operations. Joined Delta as First Officer in 1955. Captain since 1962. Has served as Asst. Mgr.-Flight Operations, Asst. to VP, System Mgr.-Flight Operations Administration, Director of Flight Operations. Present position since 1971.

**J. A. YORK** — VP-Personnel Programs. Joined C&S in 1947 as Salary Evaluation Supervisor. Following Delta/C&S merger was named Manager of Employee Services. Was promoted to Asst. to Sr. VP-Administration in 1962; Asst. VP-Employee Services in 1968; VP-Personnel Benefits in 1974. In present position since 1979.

## OFFICERS

### Assistant Vice Presidents

**D. M. Adams**  
Law

**J.K. Burnette**  
Quality Control

**R.G. Caldwell**  
Personnel Administration

**R.H. Cowart**  
Consumer Affairs

**Jeanette Easley**  
Passenger Service

**A.C. Ford**  
Long Range Planning

**R.H. Harkey**  
Law

**W.H. Hawkins**  
Marketing

**H.M. Johnson**  
Employment

**J.T. Maples**  
Marketing Planning

**W.L. Miller**  
Materiel Services

**Henry Ross**  
Marketing Services

**E.H. Stewart**  
Corporate Security

**C.G. Sweazea**  
Public Affairs

**C.A. Thompson**  
Stations

**E.A. Thompson**  
Economic Research

**Comptroller**  
**J.P. Gwin**

**Treasurer**  
**F.S. Chew**

**Asst. Secretaries**  
**Susan Downer**  
**Ike Lasseter**

**Asst. Treasurer**  
**Audly Toller**

## DELTA IS READY WHEN YOU ARE

Delta is Ready with a fleet of sleek jets, including L-1011 TriStars. On order is a new generation, advanced technology, twin-engine aircraft, the Boeing 767-200, to be powered by General Electric's new high-technology fuel-efficient CF6-80A engines, each developing 48,000 thrust pounds. The aircraft is designed not only for Delta's intermediate range markets but will also operate on the company's transcontinental routes. Deliveries are scheduled to begin in late 1982.

Delta is Ready with schedules that match your travel plans. Delta welcomes the opportunity to expand its operations under the Airline Deregulation Act of 1978, which established a freer market era for the airline industry. The company will aggressively pursue the expanded route opportunities which the new law has made available.

Delta is Ready with more than 36,000 Delta professionals who go that extra mile to give you a great trip.

Next time you're Ready to go, call Delta or your Travel Agent.

